

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1.-9. Cancelled

10. (New) A disc brake having at least two friction rings which, at an axial distance from each other, are stationarily arranged on a rotatable hub, with brake pads associated with each friction ring and being displaceably arranged on both sides of the friction ring,

comprising a brake caliper straddling all friction rings and the associated brake pads and including a first actuating device in at least one brake caliper portion that extends axially beside the friction rings, and a second actuating device that is arranged between two friction rings, is acting axially at least on one side and acts on at least one brake pad arranged between two friction rings.

11. (New) The disc brake as claimed in claim 10,

wherein the second actuating device is acting on both sides and acts on two brake pads arranged between two friction rings.

12. (New) The disc brake as claimed in claim 11,

wherein the brake is a fixed-caliper brake which includes a first actuating device on both sides, in each case in brake caliper portions of the fixed caliper that extend axially beside the friction rings, and in that the second actuating device is fixed to the caliper or displaceably arranged thereat.

13. (New) The disc brake as claimed in claim 11,

wherein the brake is a floating-caliper brake and the second actuating device is fixed at the caliper.

14. (New) The disc brake as claimed in claim 11,

wherein the brake is a floating-caliper brake and the second actuating device is fixed at a brake holder of the floating caliper that is fixed in relation to the vehicle.

15. (New) The disc brake as claimed in claim 11,

wherein the brake is a floating-caliper brake and the second actuating device is displaceably arranged at the caliper.

16. (New) The disc brake as claimed in claim 11,
wherein the brake is a floating-caliper brake and the second actuating device is displaceably arranged at a brake holder of the floating caliper that is fixed in relation to the vehicle.
17. (New) The disc brake as claimed in claim 11,
wherein the second actuating device includes two pistons limiting a working chamber hydraulically, and in that the working chamber is connected to the hydraulic circuit feeding the first actuating device.
18. (New) The disc brake as claimed in claims 13,
wherein the two pistons being in alignment with each other are displaceably arranged in a cylinder open on both sides, in that the cylinder is secured to the caliper, and in that the hydraulic connection to the hydraulic circuit extends from the caliper through the connection into the cylinder.
19. (New) The disc brake as claimed in claim 18,
wherein the brake is a floating-caliper brake, in that the first piston facing the first actuating device is shorter than the second piston.
20. (New) The disc brake as claimed in claim 18,
wherein the caliper, the connection between caliper and cylinder, and the cylinder are formed of an integral cast piece.
21. (New) The disc brake as claimed in claims 17,
wherein the two pistons being in alignment with each other are displaceably arranged in a cylinder open on both sides, in that the cylinder is secured to the caliper, and in that the hydraulic connection to the hydraulic circuit extends from the caliper through the connection into the cylinder.
22. (New) The disc brake as claimed in claim 21,
wherein the brake is a floating-caliper brake, in that the first piston facing the first actuating device is shorter than the second piston.

23. (New) The disc brake as claimed in claim 21,
wherein the caliper, the connection between caliper and cylinder, and the cylinder are
formed of an integral cast piece.
24. (New) The disc brake as claimed in claim 10,
wherein the second actuating device is connected to a brake pad that is displaceably
guided on the brake holder portion.